

AGENDA

Administrative Committee Meeting

January 17, 2007

9:00 a.m.

Location

SANBAG

Super Chief Conference Room

1170 W. 3rd Street, 2nd Floor

San Bernardino, CA

Administrative Committee Membership

Chair – SANBAG Vice President

Mayor Lawrence Dale

City of Barstow

SANBAG President

Supervisor Dennis Hansberger

County of San Bernardino

SANBAG Past President

Supervisor Paul Biane

County of San Bernardino

Mt./Desert Representatives

Mayor Rick Roelle

Town of Apple Valley

Mayor Kevin Cole

City of Twentynine Palms

Vacant

County of San Bernardino

East Valley Representatives

Mayor Pro Tem Bea Cortes

City of Grand Terrace

Mayor Bob Christman

City of Loma Linda

Supervisor Josie Gonzales

County of San Bernardino

West Valley Representatives

Mayor Gwenn Norton-Perry

City of Chino Hills

Mayor Paul Eaton

City of Montclair

Supervisor Gary Ovitt

County of San Bernardino

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

AGENDA

Administrative Committee Meeting

**January 17, 2007
9:00 a.m.**

Location: SANBAG, Super Chief Conference Room, 1170 W. 3rd Street, 2nd Floor,
San Bernardino

CALL TO ORDER 9:00 a.m.
(Meeting Chaired by Lawrence Dale)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications – Anna Aldana

- 1. **Possible Conflict of Interest Issues for the Administrative Committee Meeting January 17, 2007.** Pg. 4

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by member request.

Administrative Matters

- 2. **Attendance Register** Pg. 5

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

- 3. **Procurement Report for December 2006** Pg. 7
Receive Monthly Procurement Report. Terrence J. McGuire

Notes/Actions

Discussion Items

Administrative Matters

4. **San Bernardino Associated Governments (SANBAG) Financial Audit** Pg. 8

Receive Annual Financial Audit for FY 2005/2006.
Terrence J. McGuire

Program Support/Council of Govts.

5. **San Bernardino Associated Governments State and Federal Legislative Program** Pg. 15

Approve the Proposed Federal and State Legislative Programs. **Jennifer Franco**

6. **FY08 Federal Appropriations Process and Project Nominations** Pg. 24

Approve of a strategy and solicit projects for FY08 Federal Appropriations Process. **Jennifer Franco**

Transportation Programs & Fund Admin.

7. **Local Transportation Fund (LTF) Fiscal Year 2006/2007 Revised Apportionment and Fiscal Year 2007/2008 Apportionment Estimate** Pg. 32

1. Approve an increase of \$9,306,675 to the Fiscal Year 2006/2007 LTF Apportionment of \$79,875,000 for a new total of \$89,181,675.

2. Approve a Continuing Reservation of \$5,000,000 from the prior year Unrestricted Balance through Fiscal Years 2006/2007 and 2007/2008.

3. Approve an LTF Estimated Apportionment of \$88,117,195 for Fiscal Year 2007/2008. **Mike Bair**

Comments from Committee Members

Public Comment

ADJOURNMENT

Additional Information

Acronym List

Pg. 36

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: January 17, 2007

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
		None	

Financial Impact: This item has no direct impact on the 2006/2007 Budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and policy committee members.

Approved
Administrative Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

ADMINISTRATIVE COMMITTEE ATTENDANCE ROSTER - 2006

Name	Jan	Feb	March	April	May	June	July*	Aug	Sept	Oct	Nov	Dec
Paul Biane		X		X	X			X		X		
Kelly Chastain	X	X	X	X	X							
Robert Christman	X	X	X	X	X	X		X		X	X	X
Bea Cortes	X	X	X	X		X		X	X	X	X	X
Paul Eaton	X	X			X			X	X	X	X	X
Josie Gonzales	X					X		X	X			
James Lindley	X			X	X	X		X	X	X		
Dennis Hansberger	X	X	X	X		X			X	X	X	X
Darrell Mulvihill								X				
Gary Ovitt	X	X							X	X	X	X
Gwenn Norton-Perry		X		X		X		X		X	X	X
Bill Postmus								X	X			
Rick Roelle	X	X	X	X	X			X			X	

The crossed-out boxes indicate members who were not on the committee as of that month.

The empty boxes indicate member who did not attend the meeting that month.

*The Administrative Committee did not meet in July.

ADMINISTRATIVE COMMITTEE ATTENDANCE ROSTER - 2005

Name	Jan	Feb*	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Biane	X			X	X	X	X	X	X	X	X	X
Kelly Chastain	X		X		X	X	X	X	X	X	X	X
Robert Christman			X	X	X	X		X	X	X	X	
Bea Cortes			X	X	X	X	X	X	X	X		X
Paul Eaton	X		X	X		X			X	X	X	X
Josie Gonzales	X			X	X	X	X				X	X
James Lindley	X					X		X	X	X	X	X
Dennis Hansberger			X	X	X	X	X		X	X	X	X
Gary Ovitt	X			X	X			X	X	X	X	X
Gwenn Norton-Perry	X			X		X	X	X			X	
Bill Postmus				X	X	X	X	X			X	X
Rick Roelle			X		X	X	X	X			X	

The crossed-out boxes indicate members who were not on the committee as of that month.

The empty boxes indicate member who did not attend the meeting that month.

*The Administrative Committee did not meet in February.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: January 17, 2007

Subject: Procurement Report for December 2006

Recommendation:* Receive Monthly Procurement Report.

Background: The Board of Directors approved the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997. The Executive Director, or his designee, is authorized to approve Purchase Orders up to an amount of \$25,000. All procurements for supplies and services approved by the Executive Director, or his designee, in excess of \$5,000 shall be routinely reported to the Administrative Committee and to the Board of Directors.

There were no purchase orders in excess of \$5,000 to be reported to the Administrative Committee for the month of December 2006.

Financial Impact: This item imposes no impact on the FY 2006/2007 Budget. Presentation of the monthly procurement report will demonstrate compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By: This item is scheduled for review by the Administrative Committee on January 17, 2007.

Responsible Staff: Terrence J. McGuire, Chief Financial Officer

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: January 17, 2007

Subject: San Bernardino Associated Governments (SANBAG) Financial Audit

Recommendation:* Receive Annual Financial Audit for FY 2005/2006.

Background: The Joint Powers Agreement creating SANBAG, as well as the Single Audit Act of 1984 and U.S. Office of Management and budget (OMB) Circular A-133, require that an annual audit be conducted of the financial statements of SANBAG and its affiliated organizations. This audit for Fiscal Year 2005/2006 has been conducted by the firm of McGladrey & Pullen, LLP.

The audit was comprised of four basic elements:

1. Audit of SANBAG's General Purpose Financial Statements.
2. Audit of the State Transit Assistance Fund of the County of San Bernardino.
3. Audit of the Local Transportation Fund of the County of San Bernardino.
4. Single Audit in accordance with OMB Circular A-133 for SANBAG.

The purpose of the audit is to provide the users with an independent basis for relying on management's assertions. McGladrey supports the assertion that the statements are fairly presented in conformity with generally accepted accounting principles. This result is commonly referred to as an "unqualified" or "clean" opinion.

*

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

A management letter from McGladrey addressed to the Board is also included for your review. This letter will be included in the Board information packet associated with this agenda item for the February 7, 2007 Board meeting.

Financial Impact: This item has no direct impact on the budget. The findings presented are the result of an audit performed by McGladrey & Pullen, LLP. The approved budget/contract cost for Fiscal Year 2005/2006 was \$105,498. An RFP for audit services and schedule for Fiscal Year 2006/2007 and subsequent years will be presented to the Administrative Committee on February 14, 2007.

Reviewed By: This item is scheduled for review by the Administrative Committee on January 17, 2007.

Responsible Staff: Terrence J. McGuire, Chief Financial Officer

McGladrey & Pullen

Certified Public Accountants

3880 Lemon Street, Suite 400
Riverside, CA 92501
O 951.248.1800 F 951.680.1729

To the Board of Directors
San Bernardino Associated Governments
San Bernardino, California

In connection with our audit of the financial statements of the San Bernardino Associated Governments (SANBAG) for the year ended June 30, 2006, we wish to update the current status of the following matter brought to your attention in prior years.

Condition: SANBAG'S current financial accounting system, the Regional Council Management System (RCMS), developed by TH Enterprises, Inc., does not sufficiently accommodate the reporting of SANBAG's financial information in fund accounting format. Accordingly, SANBAG accounting personnel must currently utilize spreadsheets and other non-system means for converting and presenting SANBAG's financial information on a fund basis to prepare SANBAG's basic financial statements in accordance with Governmental Accounting Principles. Aside from financial reporting requirements, governments rely on fund accounting as a means to establish and maintain control over their various funding sources and associated expenditure requirements.

This condition was previously communicated to SANBAG management after our audit of the basic financial statements for the years ended June 30, 2004 & 2005, respectively.

Recommendation: We understand that management is making progress assessing the existing RCMS systems abilities in terms of SANBAG's financial accounting and reporting needs and modifications are being made to meet certain reporting needs, despite recent personnel changes to the Finance Department. We also understand management is continuing to investigate other accounting and reporting systems to determine capability and cost. We believe this assessment must result in the ability of SANBAG to readily produce reliable fund based accounting information at both the general ledger and financial statement level in an integrated manner.

In addition, we recommend that management immediately establish a timeline with specified key milestones or benchmarks for progress in achieving the goal of readily producing reliable fund based accounting information at both the general ledger and financial statement level in an integrated manner as noted above. This timeline, including key milestones, should be communicated to and frequently updated with SANBAG's Administrative Committee.

We will be pleased to respond to any questions you may have about the foregoing. We appreciate the opportunity to continue to be of service to the San Bernardino Associated Governments.

McGladrey & Pullen, LLP

Riverside, California
January 10, 2007

McGladrey & Pullen, LLP is a member firm of RSM International,
an affiliation of separate and independent legal entities.

McGladrey & Pullen

Certified Public Accountants

3880 Lemon Street, Suite 400
Riverside, CA 92501
O 951.248.1800 F 951.680.1729

January 10, 2007

To the Board of Directors
San Bernardino Associated Governments
San Bernardino, California

This letter is intended to inform the Board of Directors of San Bernardino Associated Governments (SANBAG) about significant matters related to the conduct of the annual audit so it can appropriately discharge its oversight responsibility and that we comply with our professional responsibilities to the Board of Directors of SANBAG.

In addition to our report on your basic financial statements, we have provided, under separate cover, a letter dated January 10, 2007, concerning constructive suggestions to be considered as part of the ongoing process of modifying and improving SANBAG's practices and procedures of a matter we noted during our audit of SANBAG's financial statements for the year ended June 30, 2004 & 2005, respectively.

The following summarizes various matters which must be communicated to you under auditing standards generally accepted in the United States of America.

The Auditor's Responsibility Under Auditing Standards Generally Accepted in the United States of America

Our audit of the basic financial statements of SANBAG and the financial statements of the State Transit Assistance Fund (STAF) and Local Transportation Fund (LTF) of the County of San Bernardino, as administered by SANBAG, for the year ended June 30, 2006 was conducted in accordance with auditing standards generally accepted in the United States of America, *Government Auditing Standards* issued by the Comptroller General of the United States, the provisions of the Single Audit Act, OMB Circular A-133 and OMB's Compliance Supplement, and the Transportation Development Act of 1971, as amended. Those standards, circulars, the supplement and regulations require we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether caused by error, fraudulent financial reporting or misappropriation of assets. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. Accordingly, the audit was designed to obtain reasonable, rather than absolute, assurance about the financial statements. We believe our audit accomplished that objective.

In accordance with *Government Auditing Standards*, we have also performed tests of controls over internal control over financial reporting and tests of compliance with certain provisions of laws, regulations, contracts, and grant agreements that contribute to the evidence supporting our opinion on the financial statements. However, they do not provide a basis for opining on SANBAG's internal control over financial reporting or on compliance and other matters.

McGladrey & Pullen, LLP is a member firm of RSM International,
an affiliation of separate and independent legal entities.

Management Judgments and Accounting Estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management's current judgment. The process used by management encompasses their knowledge and experience about past and current events and certain assumptions about future events. Management has informed us that they used all the relevant facts available to them at the time to make the best judgments about accounting estimates and we considered this information in the scope of our audit. Estimates significant to the financial statements include such items as the useful lives of capital assets, annual and mid-year apportionment determinations and allocations to the Measure I fund and LTF. The Board of Directors may wish to monitor throughout the year the process used to compute and record these accounting estimates.

Audit Adjustments

There were three audit adjustments made to the original trial balance presented to us to begin our audit. These adjustments related to reclassifying due to/from advances to/from between funds and adjusting the capital assets for the tenants in common relationship.

Uncorrected Misstatements

There were no uncorrected misstatements accumulated in the current year. A prior year reversing entry is summarized in the accompanying schedule.

Accounting Policies and Alternative Treatments

Management and the Board of Directors have the ultimate responsibility for the appropriateness of the accounting policies used by SANBAG. Following is a description of significant accounting policies which were initially implemented during the year:

Governmental Accounting Standards Board (GASB) Statement No. 42, *Accounting and Financial Reporting for Impairment of Capital Assets and for Insurance Recoveries*.

GASB Statement No. 46, *Net Assets Restricted for Enabling Legislation (An Amendment of GASB Statement No. 34)*.

GASB Statement No. 47, *Accounting for Termination Benefits*.

The GASB has issued certain new pronouncements, which follow, that will/may impact SANBAG's accounting policies in the future:

GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, will be effective for SANBAG beginning with its year ending June 30, 2008.

GASB Statement No. 48, *Sales and Pledges of Receivables and Future Revenues and Intra-Entity Transfers of Assets and Future Revenues*, will be effective for SANBAG beginning with its year ending June 30, 2008.

GASB Statement No. 49, *Accounting and Reporting for Pollution Remediation Obligations*, will be effective for SANBAG beginning with its fiscal year ending June 30, 2009.

SANBAG's management has not yet determined the effect these Statements will have on SANBAG's financial statements.

We did not identify any significant or unusual transactions or significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Other Information in Documents Containing Audited Financial Statements

We are not aware of any other documents that contain the audited basic financial statements. If such documents were to be published, we would have a responsibility to determine that such financial information was not materially inconsistent with the audited statements of SANBAG.

Disagreements with Management

We encountered no disagreements with management over the application of significant accounting principles, the basis for management's judgments on any significant matters, the scope of the audit or significant disclosures to be included in the financial statements.

Consultations with Other Accountants

We are not aware of any consultations management had with other accountants about accounting or auditing matters.

Major Issues Discussed with Management Prior to Retention

No major issues were discussed with management prior to our retention to perform the aforementioned audit.

Difficulties Encountered in Performing the Audit

We did not encounter any difficulties in dealing with management relating to the performance of the audit.

Closing

We will be pleased to respond to any questions you have about the foregoing. We appreciate the opportunity to continue to be of service to San Bernardino Associated Governments.

This report is intended solely for the information and use of the Board of Directors and management of San Bernardino Associated Governments and is not intended to be and should not be used by anyone other than these specified parties.

McGladrey & Pullen, LLP
Riverside, California

San Bernardino Associated Governments

Summarized Schedule of Uncorrected Misstatements
June 30, 2006

Description	Governmental Activities				
	Effect - Increase (Decrease)				
	Assets	Liabilities	Equity	Revenue	Expenses
IMPACT FROM PREVIOUS YEARS					
• Reverse correction of prepaid assets	\$ -	\$ -	\$ (25,433)	\$ -	\$ (25,433)
	<u>\$ -</u>	<u>\$ -</u>	<u>(25,433)</u>	<u>\$ -</u>	<u>\$ (25,433)</u>
Current year effect of change in net assets			25,433		
Effect on ending net assets			<u>\$ -</u>		
DETAIL BY FUND					
• General fund	\$ -	\$ -	\$ (25,433)	\$ -	\$ (25,433)

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 5

Date: January 17, 2007

Subject: San Bernardino Associated Governments State and Federal Legislative Program

Recommendation:* Approve the Proposed Federal and State Legislative Programs.

Background: Attached are the 2007 Federal and State Legislative Programs for adoption. The programs include carry-over and updated items from prior year's legislative programs and (the amended sections are noted in track changes).

The 2007 State Legislative Program remains predominately unchanged from the 2008 Program with the exception of the following:

- Added a bullet point to support efforts to maximize funding opportunities via Proposition 1B.

Both the Federal and State Legislative Programs will continue to seek protection of current funding levels, support increases in transportation revenues while maximizing flexibility and streamline administrative processes.

*

Approved

Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

ADM0701A-JF.doc

Attachments:

ADM0701A1-JF.doc

ADM0701A2-JF.doc

50307000

Administration Committee
January 17, 2007
Page 2

Financial Impact: Funding to support the State and Federal Legislative Program is included within the adopted SANBAG FY07-08 Budget.

Reviewed By: This item is scheduled to be heard by the Administrative Committee on January 17, 2007.

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

ADM0701A-JF.doc
Attachments:
ADM0701A1-JF.doc
ADM0701A2-JF.doc
50307000

DRAFT

San Bernardino Associated Governments 2007 State Legislative Program

OVERALL OBJECTIVES

1. Protect and enhance current funding levels.
2. Support increases in transportation revenues and funding sources that enhance SANBAG's ability to develop and deliver planned projects.
3. Maximize flexibility in the use of existing transportation revenues.
4. Streamline administrative and regulatory processes.

STATE LEGISLATIVE PROGRAM

1. **Protect transportation funding levels for transportation programs.**

- A. Protect existing highway and transit funds, including Proposition 42, Traffic Congestion Relief Program, Public Transportation Account and Transportation Development Act, against suspension, transfer or expenditure for non-transportation uses or for purposes other than those specified in law.
- B. Support State budget and California Transportation Commission allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program (STIP) and the Measure I Expenditure Plan.
- C. Support and/or sponsor legislation to protect the statutory 1.5 percent of revenue cap on administrative fees levied by the Board of Equalization (BOE) for the collection and administration of county transportation sales tax measures.
- D. Support legislative efforts to index the gas tax to an inflationary index or to the price of gasoline to ensure that State Highway Trust Fund revenues will not continue falling relative to total miles driven. Any indexing provisions approved at the state level should include a prohibition against the diversion of gas taxes collected from transportation purposes to general fund purposes. In addition, if the index is tied to the price of gasoline, SANBAG supports a statutory cap and floor as part of the indexing provision to provide a consistent, predictable revenue stream and protect against significant tax increases due to market fluctuation on the price of gasoline.
- ~~E. Oppose any proposal that could reduce San Bernardino County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative sources.~~

F-E. Support full funding of the regional programming process to provide for regional

determination and programming for the use of all current funding sources and to provide total flexibility for all current and future STIP programs.

~~G.F.~~ Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.

~~H.G.~~ Continue to support AB 2766 vehicle license fee funding in the South Coast Air Basin, the South Coast Air Quality Management District (SCAQMD), to the cities and the Mobile Source Air Pollution Reduction Review Committee (MSRC); support MSRC's independence as a committee.

~~I.H.~~ Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

~~J.I.~~ Support legislation that will allow the state to advance and/or loan funding to local agencies for projects that are funded through sales tax programs but delayed due to cash flow problems.

~~K.J.~~ Support current local program funding and flexibility of the State's Transportation Demand Management program.

~~L.K.~~ Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided to Amtrak, Metrolink or other operators) funding for Southern California and San Bernardino County.

~~M.L.~~ Support legislation that ensures equity of benefit from the investment of State passenger rail funds to all passenger rail lines including commuter rail systems.

M. Oppose any proposal that could reduce San Bernardino County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative sources.

2. Support increases in transportation revenues and funding sources that enhance the ability of SANBAG to implement their transportation programs and plans.

A. Support guidelines that maximizes SANBAG's ability to receive the highest distribution possible of available funding authorized through Proposition 1B.

A.B. In support of the 5-County Joint Venture - representing the five Southern California County Transportation Commissions, the Southern California Association of Governments (SCAG), and the Los Angeles Economic Development Commission (LAEDC), as well as private sector companies, including the railroads - to support legislative efforts to create a regional goods movement program currently referred to as the "West Coast National Freight Gateway Program."

- ~~B.C.~~ Support or seek legislation and administrative financing/programming policies and procedures to assure an identified source of funding and an equitable distribution of the funding for bus and rail services in California.
- ~~C.D.~~ Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
- ~~D.E.~~ Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
- ~~E.F.~~ Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, and air quality programs which relieve congestion, improve air quality and enhance economic development.
- ~~F.G.~~ Support legislation creating the Passenger Rail Improvement, Safety and Modernization (PRISM) program so long as funding comes from new sources of revenue.
- ~~G.H.~~ Support current local program funding and flexibility of mobility projects, such as Freeway Service Patrol (FSP), ridesharing and call boxes.

3. Maximize flexibility in the use of existing transportation revenues.

- A. Seek a fair share for San Bernardino County of any state discretionary funding made available for transportation grants or programs.
- B. Support legislative and/or administrative efforts to improve flexibility with the use of GARVEE bonds, AB 3090 financing, and/or other available financing mechanisms to ensure that SANBAG is able to fully leverage State and Federal Transportation Funds during the state's current fiscal crisis.
- C. Support legislation to enable County Transportation Commissions to utilize design-build and design-sequencing for the design and construction of transportation capital improvements to maximize funding and ensure greater efficiency and effectiveness for project delivery.
- D. Support legislation to ensure that funding for transit operations is commensurate with existing and new demands placed on public transit by air quality and congestion management programs, CalWORKS (welfare to work reform) the American with Disabilities Act, including the use of social service funding sources.
- E. Support income tax benefits or incentives that encourage use of alternative fuel vehicles and alternative modes of transportation without reducing existing transportation funding levels. Monitor and, where appropriate, support studies of market-based pricing measure to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- F. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.

- G. Work with the State Administration to develop a formal State-level coordination effort with various social service programs to identify transportation needs and funding opportunities for the provision of social service transportation.

4. Streamline administrative and regulatory processes.

- A. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- B. Support efforts to simplify and improve the local administration of Transportation Development Act Funds.

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San Bernardino Associated Governments 2007 Federal Legislative Program

OVERALL OBJECTIVES

1. Protect and enhance current funding levels for transportation programs.
2. Protect and enhance flexibility in use of transportation revenue.
3. Reduce or eliminate costly and duplicative administrative and regulatory requirements.

FEDERAL LEGISLATIVE PROGRAM

1. **Protect and enhance current funding levels for transportation programs.**
 - A. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in San Bernardino County. Support efforts to bring transportation appropriations to authorized levels.
 - B. Seek a more equitable appropriation of highway trust funds for donor states, which includes California, as well as a fair share for San Bernardino County of any federal funding made available for transportation programs and projects.
 - C. Support efforts to increase federal transit and highway program funding via utilization of the highway trust fund balance.
 - D. Support legislative efforts to index the gas tax to an inflationary index or to the price of gasoline to ensure that federal Highway Trust Fund revenues will not continue falling relative to total miles driven. Any indexing provisions approved at the federal level should include a prohibition against the diversion of gas taxes collected from transportation purposes to general fund purposes. In addition, if the index is tied to the price of gasoline, SANBAG supports a statutory cap and floor as part of the indexing provision to provide a consistent, predictable revenue stream and protect against significant tax increases due to market fluctuation on the price of gasoline.
 - E. Seek legislation to correct the reduction to the federal Highway Trust Fund (HTF) due to the federal subsidy of ethanol-based fuels, as well as, to compensate California's reduced HTF apportionment level due to the implementation of ethanol-blended fuel in 2003.
 - F. Support continued Federal commitment of funds to support public transit, to assure that California and the western states receive a fair share of the AMTRAK funding resources as compared to the North East Corridor.
 - G. Seek specialized funding for goods movement projects of international and national significance that are beyond the funding ability or responsibility of local and state transportation programs and budgets, including the ability to levy locally administered fees to mitigate the costs resulting from the impact of goods movement on local transportation infrastructure, i.e. a state and/or regional container fee.

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- H. In support of the 5-County Joint Venture - representing the five Southern California County Transportation Commissions, the Southern California Association of Governments (SCAG), and the Los Angeles Economic Development Commission (LAEDC), as well as private sector companies, including the railroads - to support legislative efforts to create a regional goods movement program currently referred to as the "West Coast National Freight Gateway Program."
- I. Seek funding for airport ground access and other airport development needs in San Bernardino County.
- J. Seek continued funding for the construction of the Inland Empire Transportation Management Center (TMC) for congestion mitigation purposes, as well as federal funding to provide for enhance homeland security/emergency operations services as an additional component of the center's functionality.

2. Protect and enhance flexibility in use of transportation revenue.

- A. Support legislation that will modify federal project development requirements for transit projects to make them more consistent with the process employed for highway projects.
- B. Support legislation to exempt commuter rail services operating within existing railroad right-of-way from federal new start and alternative analysis requirements in order to utilize federal funding.
- C. Support efforts to pursue funds to facilitate timely conversion of public sector fleets to alternative fuels to meet federal fleet conversion mandates.
- D. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of alternate modes of transportation.
- E. Seek funding for Alameda Corridor East improvement projects, which includes the Freight Corridor generally described as the Union Pacific Railway and the Burlington Northern Santa Fe Railway Mainline tracks from East Los Angeles (terminus of the Alameda Corridor) through Los Angeles, Orange, Riverside, and San Bernardino Counties. Support increased federal funding opportunities for San Bernardino and Riverside Counties to access these funding sources. Seek continued federal funding of Maritime Administration studies focusing on an "Inland Rail Port" in San Bernardino County and Riverside County.
- F. Support legislation that ensures coordination of transportation and social service agency funding (i.e. Departments of Aging, Rehabilitation, and Welfare).

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- G. Support legislative or administrative policies that promote a “regional” approach to airport development and usage of Southern California Logistics, San Bernardino International, and Ontario International airports and the March Joint Use Airport.
- 3. Reduce or eliminate costly and duplicative administrative and regulatory requirements.**
- A. Support legislation and/or administrative reforms that result in cost and time savings to environmental clearance processes for transportation construction projects.
 - B. Work with the Administration and the San Bernardino Congressional delegation to reach an equitable resolution to the Federal Highway Administration (FHWA) retroactive interpretation of Americans with Disabilities Act (ADA) compliance guidelines that would require the use of alternative or restricted funding for costly curb-ramp upgrades within the boundaries of all federally-aided projects. Specifically, would seek an exemption for Congestion Mitigation and Air Quality (CMAQ) projects that do not necessitate ground alteration or disturbance, and which funding is specifically earmarked for such purposes, including wireless technology and traffic synchronization.
 - C. Oppose legislative changes to alter the formula by which Congestion Management and Air Quality (CMAQ) funds are allocated to states; specifically, attempts to change the weighting factors assigned to nonattainment areas for the purpose of determining each state's share of CMAQ funds, as well as to assure that the funding continues to be allocated directly to the transportation commission.
 - D. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.
 - E. Monitor and, where appropriate, support studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
 - F. Seek Federal authorization allowing states, where appropriate to pursue options to privatize various aspects of transportation to increase the efficiencies and effectiveness of their available resources through private sector participation.
 - G. Due to the elimination of Federal transit operating subsidies, support legislation to also eliminate Federal requirements and regulations regarding transit operations.
 - H. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
 - I. Continue to streamline federal reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: January 17, 2007

Subject: FY08 Federal Appropriations Process and Project Nominations

Recommendation:* Approve of a strategy and solicit projects for FY08 Federal Appropriations Process.

Background: San Bernardino Associated Governments (SANBAG) is guided by its board approved legislative platform to seek legislative remedies for transportation policy and funding of transportation infrastructure projects. Additionally, in terms of securing federal funds for major projects within San Bernardino County, SANBAG adopts a list of projects seeking money through the annual appropriations process. In the past, SANBAG's strategy entailed a geographic approach concentrated on interchanges and highways, grade separations and transit projects in accordance to congestion relief needs. The result of this strategy provided small amounts of federal funds for a number of projects.

The passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a multi-year authorization measure, modified the climate for securing federal funds for major transportation projects. Due to the number of earmarks authorized by SAFETEA-LU, the appropriations process for additional earmarks is much more competitive now and there is a clear

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

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push to promote completion of a transportation system rather than individual projects. Bearing in mind this shift, SANBAG might be in a better position to compete for limited federal funds by targeting large regional projects requiring a larger share of federal funding, which rallies the support of the entire Congressional Delegation representing San Bernardino County.

The following items are intended to promote discussion on SANBAG's future strategy for new legislative initiatives.

Policy Considerations and Alternatives:

- 1) Seek Funding for All Projects. As in the past, SANBAG may adopt a strategy to continue its current strategy for acquiring federal funds for all major transportation projects within San Bernardino County. The benefit to this approach is that every Board member can report to their respective jurisdictions that federal funds are being sought on such projects. The pitfalls of this strategy includes the amount of time it takes build up enough funding to complete a given project, the process to receive funding is fragmented, and allowable timeframes to utilize such funding may not coincide with the project delivery schedule.
 - Last year, newspaper articles cited that the House Appropriations Committee required representatives to better prioritize funding requests. In the coming year, it will be especially important for SANBAG to clearly communicate funding needs that benefit the regional as a whole.
- 2) Seek Funding for Single Large Corridor Project. With a focus on a single, large-scale project of regional importance, SANBAG's federal funding request strategy might concentrate on major projects along a mainline corridor. The single, large-scale corridor project may change from year to year and aim to complete corridors to alleviate congestion and/or promote goods movement. While this strategy will only seek funds for a single, large-scale corridor project for a given fiscal year, federal funds received might significantly reduce the need to utilize measure funds on a given project and thus measure funds can be used to complete other critical projects within San Bernardino County. Foreseeable benefits to implementing this strategy includes securing a larger share of federal

funds a major projects and providing an opportunity to leverage state, federal and local funds to the highest degree possible. On the flip side, this approach would require SANBAG to be more competitive.

- To successfully implement this strategy, SANBAG will need to assess the amount of effort, commitment and resources this new strategy will require. Additionally, SANBAG will need to reach outside of the agency in a more aggressive manner to gain the support of the business community and other community stakeholders. Currently, SANBAG has one staff person focused on both the state and federal legislative strategy. Having adequate resources to assist board members effectively communicate this strategy and gain the support of Congress and the business community will be a key element to implementing this approach.

Financial Impact: The recommended action is consistent with the SANBAG 2006-2007 Fiscal Year Budget.

Reviewed By: This item is scheduled for review by the Administrative Committee on January 17, 2007, by the Plans and Programs Committee on January 17, 2007 and by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

**SANBAG PROJECT LIST SUMMARY
FY2007 APPROPRIATIONS – MASTER LIST**

Congressional District	Project	Amount Requested
Lewis	Needles Highway	\$10 million
Lewis	MBTA Intercity Transfer Center	\$1.5 million
Lewis/McKeon	HDC Development and Interchange	\$5 million
Lewis/McKeon	La Mesa Nisqualli/Interstate 15 Interchange	\$5 million
Lewis/McKeon	Eucalyptus/Interstate 15 Interchange	\$2 million
McKeon	Lenwood Avenue/Cajon Branch Line Improvements to a Grade Crossing	\$3 million
McKeon	Victor Valley Transit Facility	\$5 million
Dreier	San Bernardino Line Double Track	\$2 million
Dreier	Base Line/I-15 Interchange	\$1.5 million
Dreier	Omnitrans Mid-Valley Transit Facility – Paratransit Phase	\$9 million
Dreier	SCRRA/Metrolink Sealed Corridor	\$5 million
Baca	Cherry Avenue/Interstate 10 Freeway Interchange	\$3 million
Baca	Vineyard Avenue/Alhambra Branch Line Grade Separation	\$3 million
Baca	San Bernardino Intermodal Transit Center	\$4 million
Baca	Palm Ave./BNSF Railroad Grade Separation	\$5 million

Total Funding Request: \$64 million

Highway/Road Projects: 6

Alameda Corridor East Projects: 3

Rail Safety: 1

Transit Projects: 5

**SANBAG PROJECT LIST BY CONGRESSIONAL DISTRICT
FY2007 APPROPRIATIONS**

Needles Highway

\$10 million – Federal Lands Program (Lewis)

Needles Highway is primarily a two-lane rural highway that runs north and south between the City of Needles and Laughlin, Nevada. Improvements to the highway are necessary for improved motorist safety, to reduce road flooding and wash-outs. The state of Nevada is contributing to this project and SANBAG has allocated \$3 million of Surface Transportation Program formula funds to the project. The project is included in the SANBAG Comprehensive Transportation Plan. The project cost is estimated at \$30.5 million.

High Desert Corridor (HDC) Development and Interchange Improvements (Phase I)

\$5 million (Lewis/McKeon)

The Antelope and Victor Valleys continue to experience explosive population growth, deficient highway infrastructure, and impacts from truck related goods movement that bypass the Los Angeles areas more congested freeways. To address these concerns and to serve as a linkage between the valley's two regional airports, a High Desert Corridor running from Palmdale (Los Angeles County) to U.S. 395 (San Bernardino County) is in its planning and development phase along various segments.

HDC Interchange improvements are the first phase of a new highway linking the Victor Valley in San Bernardino County, California, with the Antelope Valley in Los Angeles County, California. This first phase will provide new freeway access from the I-15 freeway to U.S. 395 and will provide new highway access to Southern California Logistics Airport (formerly George Air Force Base). The airport is a 5,000-acre facility which is currently operational and can handle cargo 24 hours a day, 365 days a year, with business units that include aircraft maintenance, manufacturing and distribution, flight training, defense programs, and flight testing. This project will enhance plans to expand the multi-modal capability for goods movement, with the added benefit of ultimately creating 10,000 jobs. SANBAG requests \$3 million for costs associated with planning and design implementation for Phase I.

Additionally, with the passage of SAFETEA-LU, the HDC corridor was designated as E-220 with no funding component. SANBAG requests \$2 million for costs associated with project development including, project approvals and environmental document preparation for the segment connecting Victor Valley and Antelope Valley.

La Mesa/Nisqualli/Interstate 15 Interchange

\$5 million (Lewis/McKeon)

This project connects La Mesa Road and Nisqualli Road by constructing an over-crossing and interchange connection to Interstate 15 at what has become the urban/commercial core of the Victor Valley and provide an improved east-west corridor from the Town of Apple Valley. The interchange will serve as a conduit across the freeway and help disperse traffic from existing interchanges at Bear Valley Road and Palmdale Road that were not constructed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in past decade.

Eucalyptus/Interstate 15 Interchange

\$2 Million (Lewis/McKeon)

This project provides an important interchange with Interstate 15. Currently, the interchanges at Main Street and Bear Valley Road, separated by four miles, are the only interchanges that serve the City of Hesperia. The lack of access for this rapidly growing area causes massive congestion not only on Main Street and Bear Valley Road, but traffic also backs up on Interstate 15 while trying to exit the freeway, creating unsafe driving conditions on the freeway.

MBTA Intercity Transfer Center

\$1.5 million (Lewis)

The Morongo Basin Transit Authority (MBTA) proposes the future Town of Yucca Valley Intercity Transfer Center. This Transfer Center will be a safe and convenient place, featuring modern transit amenities such as shelters, informational kiosks, bike racks, and ADA accessibility, allowing our customers to easily and safely change buses with not only our agency, but with other connecting transportation providers. The facility will be a tremendous improvement over the current situation where customers transfer buses in an open, congested parking lot at the fringe of a shopping center.

San Bernardino Line Double Track

\$2 million (Dreier)

As a member of the Southern California Regional Rail Authority, the agency operating the Metrolink commuter rail service, SANBAG shares a request with Metrolink for \$2 million to fund the *design* costs to “double-track” the Metrolink rail line between *Pomona and San Dimas*.

Base Line/I-15 Interchange

\$1.5 million (Dreier)

The Base Line/I-15 interchange is located just North of I-15/Foothill Blvd. interchange – the most congested segment of I-15 between I-10 and Las Vegas. Current planned improvements include two (2) new bridge structures for the southbound on/off ramps and constructing a loop ramp for westbound Base Line Road to southbound I-15. The project includes the replacement of the existing East Avenue overhead structure located north of the interchange widening Base Line Road to provide (2) two left turn lanes for eastbound Base Line to the northbound I-15. The total estimated project cost is \$29.5 million, which includes \$18.9 million in project costs without right-of-way acquisition.

Omnitrans Mid-Valley Transit Facility – Paratransit Phase

\$9 million (Dreier)

Omnitrans is requesting funding for the Paratransit Phase of the Mid-Valley Operating and Maintenance Facility. Omnitrans currently operates its West Valley Paratransit Operation out of a leased facility in Rancho Cucamonga. This leased facility is inadequate as the paratransit vehicles are unable to refill at this site and at capacity can only house 60 vehicles. Refilling off-site takes time away from serving our patrons and with minimum capacity leaves no room for any expansion service.

The new site, also located in Rancho Cucamonga on property already owned, will accommodate 100 paratransit vehicles, paint & body, parts storage, fuel islands, bus wash building, and over 400,00 sq. ft of vehicle parking for paratransit and fixed route vehicles. It is anticipated that this facility will meet Omnitrans needs for the next 30 years.

SCRRA/Metrolink Sealed Corridor

\$5 million (Dreier)

Although SCRRA/Metrolink and its member agencies have continuously implemented grade crossing improvements, crossing closures and aggressive education programs since 1991, there has never been sufficient funding for a coordinated corridor-wide approach. A "sealed corridor" approach takes an entire corridor segment and treats it as one project.

A sealed corridor is more effective than applying enhancements on a crossing-by-crossing basis and builds on the original concept developed by the North Carolina Department of Transportation for their rail corridor between Raleigh and Charlotte in 1994. SCRRA/Metrolink is requesting funding for a sealed corridor on the full length of San Bernardino Line, which runs 56.5 miles. The total cost of the project is \$28.25 million.

Cherry Avenue/Interstate 10 Freeway Interchange

\$3 million (Baca)

This request is for federal funds in the amount of \$3 million to partially fund construction costs to replace the Cherry Avenue/Interstate 10 interchange. This interchange currently has the single greatest amount of vehicular delay of any interchange within the 43rd Congressional District and is the primary interchange from the I-10 serving heavy industrial areas of Fontana, Ontario, San Bernardino County, several high volume truck stops and the California Speedway.

Vineyard Avenue/Alhambra Branch Line Grade Separation

\$3 million (Baca)

This request is for federal funds for a rail line/highway grade separation project. The project includes the design, engineering, and environmental document preparation for an Alameda Corridor East rail line/highway grade separation on the Alhambra Branch Line at Vineyard Avenue in the City of Ontario.

San Bernardino Intermodal Transit Center

\$4 million (Baca)

Omnitrans is planning a new Intermodal Transit Center (transcenter) at "E" Street and Rialto Avenue in downtown San Bernardino. The proposed transcenter will provide a single transfer point for Omnitrans bus routes serving the downtown area, as well as connections to the proposed Bus Rapid Transit (sbX) system, Metrolink, and other transit agencies serving the downtown area. Once completed, the transcenter will provide a centralized point for riders and operators to congregate. The benefit of this facility is that it will eliminate friction between businesses, passengers, and automobile traffic thereby improving passenger safety and convenience, and create opportunities for transit-oriented businesses at the transcenter.

The current transit mall exists on a four-block strip on and around 4th street in San Bernardino. For almost ten years, Omnitrans has depended on this 4th Street transit mall as a key destination point. However, with an average weekday ridership of 3,840 passengers, the transit mall has become outdated, with numerous conflicts arising between riders, buses and local business. The current transit mall suffers from several problems, such as inconvenient stop locations that force passengers to walk several blocks in order to change buses, narrow sidewalks that may not satisfy ADA requirements and crowded shelters without protection from inclement weather. Idling buses have also caused asphalt damage at stop locations.

Moreover, the current transit mall does not offer direct connection to Metrolink trains. Metrolink had completed constructing the one-mile rail extension, which will enable Metrolink to terminate trains at E Street and Rialto Avenue. Omnitrans has concluded Phase I of a Major Investment Study (MIS) for a Bus Rapid

Transit Corridor along "E" Street. Once the Bus Rapid Transit system is in place, it will connect with the Metrolink extension near the intersection of Rialto and "E" Streets. The linking of these two transportation systems will increase transit users' mobility throughout the region.

Redeveloping the downtown core remains as one of the priorities for the City of San Bernardino. Several lots in the downtown area remain vacant and have been abandoned or are of little use. Developing this area will further revitalize the downtown core. Relocating and consolidating the transcenter will bring additional opportunities for business expansion into the area.

Palm Ave./BNSF Railroad Grade Separation

\$5 million (Baca)

To continue project development activities including environmental document preparation, engineering and design, and right-of-way acquisition for a railroad/highway grade separation at Palm Ave./BNSF in San Bernardino. This project is part of an ongoing effort to expand the Alameda Corridor East rail facilities and without grade separation improvements San Bernardino City and San Bernardino County residents will continue experience increasing amounts of traffic delay caused by slow moving freight trains. An additional safety element of this project is that without a rail/highway grade separation at this location, fire and public safety personnel from a recently constructed fire station in North San Bernardino will encounter delayed response times to emergencies on the south side of this grade crossing.

Eucalyptus/Interstate 15 Interchange

\$2 Million (Lewis/McKeon)

This project provides an important interchange with Interstate 15. Currently, the interchanges at Main Street and Bear Valley Road, separated by four miles, are the only interchanges that serve the City of Hesperia. The lack of access for this rapidly growing area causes massive congestion not only on Main Street and Bear Valley Road, but traffic also backs up on Interstate 15 while trying to exit the freeway, creating unsafe driving conditions on the freeway.

Lenwood Avenue/Cajon Branch Line Improvements to a Grade Crossing

\$3 million (Baca)

To continue project development activities including environmental document preparation, engineering and design, and right-of-way acquisition for a railroad/highway improvement to a grade crossing at Lenwood Ave./Cajon Branch Line. This project is part of an ongoing effort to expand the Alameda Corridor East rail facilities and without improvements at this grade crossing the City and County residents will continue experience increasing amounts of traffic delay caused by slow moving freight trains.

Victor Valley Transit Facility

\$5 million (Baca)

The Victor Valley Transit Authority completed a Facility Master Plan in October 2004. As a result of that study the Authority has purchased a 15 acre site within the City of Victorville for the construction of a new facility to house administration, maintenance and operations functions. This new facility will replace the existing administration, maintenance and operations facility provided through a lease by the contract operator. The total amount being sought is \$30 million over multiple years, \$5 million of which is requested for FY2007.

The new facility will be designed to accommodate an anticipated fleet of 145 vehicles in 2020. The Authority will be seeking a LEED (Leadership in Energy and Environmental Design) rating of Silver for the new facility design. Requested appropriation amount of \$30 million from FTA 5309 Bus/Bus Facilities.

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Funding Requests (Master)/Federal Appropriations/2007

Document Version Date: 2/16/2006a

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Minute Action

AGENDA ITEM: 7

Date: January 17, 2007

Subject: Local Transportation Fund (LTF) Fiscal Year 2006/2007 Revised Apportionment and Fiscal Year 2007/2008 Apportionment Estimate

- Recommendation:***
1. Approve an increase of \$9,306,675 to the Fiscal Year 2006/2007 LTF Apportionment of \$79,875,000 for a new total of \$89,181,675.
 2. Approve a Continuing Reservation of \$5,000,000 from the prior year Unrestricted Balance through Fiscal Years 2006/2007 and 2007/2008.
 3. Approve an LTF Estimated Apportionment of \$88,117,195 for Fiscal Year 2007/2008.

Background: Pursuant to Section 6620 of the California Code of Regulations (CCR), the San Bernardino County Auditor/Controller (Auditor) is to provide SANBAG, acting as the County Transportation Commission (Commission), with an estimate of revenue available for apportionment and allocation during the ensuing year (Fiscal Year 2007/2008) and if requested, a revised or updated estimate of revenues for the current fiscal year (2006/2007) prior to February 1st. Section 6644 of the CCR requires that the Commission determine and advise all prospective claimants of the amounts of all area apportionments for the next fiscal year by March 1st.

*

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Annually the Commission staff presents an estimate of the current year's and next year's LTF receipts to the Auditor in December and requests the Auditor to concur or provide a different estimate. The current year adopted LTF apportionment is \$79,875,000. Based upon a review of LTF revenue received through November, staff is projecting the actual receipts for the year will exceed the adopted apportionment by \$4,447,675. This amount would increase the current year LTF apportionment to \$84,322,675.

In addition, the Fiscal Year 2005/2006 unrestricted balance is estimated to be \$9,859,000. This amount includes a \$5,000,000 reserve previously approved by the Board. Staff is recommending that the reserve amount of \$5,000,000 be retained and that the remaining \$4,859,000 be added to the revised Fiscal Year 2006/2007 LTF apportionment for a new total of \$89,181,675 (see Attachment A). The reserve will be retained for any shortfall in LTF receipts during the current or subsequent fiscal year.

For the Fiscal Year 2007/2008, staff is recommending an increase of 4.5% over the revised estimate of LTF receipts during the current fiscal year for a total of \$88,117,195. Staff believes that this estimate of LTF receipts is reasonable. As noted above, staff is recommending the continuance of the reserve in the amount of \$5,000,000 during the new fiscal year.

On December 27th, staff from the Commission and the Auditor's office met to discuss the estimated LTF receipts for the current and next fiscal years. Subsequent to that meeting, the Commission received a formal response from the Auditor's office concurring with the Commission staff's estimate of LTF receipts for both the current and subsequent fiscal years.

Prior to developing the LTF Apportionment for Fiscal Year 2007/2008 the Commission needs to obtain the population figures the State Controller uses for the January 2006 allocation of Motor Vehicle Tax and Motor Vehicle Off-Highway Apportionment as well as the amount to be apportioned to the Southern California Association of Governments (SCAG).

Pursuant to Section 99233.1 of the California Public Utilities Code (CPUC), the Commission and the County Auditor shall be allocated such sums as are necessary for the administrative responsibilities under the Transportation Development Act (TDA). The Auditor's staff is requesting an allocation of \$17,000 (same amount as the current year). The estimated amount to be allocated to the Commission for its expenses associated with TDA administration and the

TDA fiscal and compliance audits of all claimants (except Omnitrans) and the two funds (LTF and STAF) is \$350,000.

Pursuant to Section 99233.2(b)(1) of the CPUC, up to 3% of the annual LTF receipts may be allocated to the Commission for its transportation planning and programming functions. Based upon the LTF estimate for Fiscal Year 2007/2008, the amount available to the Commission would be \$2,643,516.

Financial Impact: The Commission is the designate agency responsible for the administration of the LTF for San Bernardino County. Adoption of the revised LTF apportionment for the current fiscal year will result in an increase to the amount allocated to the Commission in the amount of \$279,200 for planning purposes. The amounts to be allocated to the Commission for TDA administration and its planning and programming functions during Fiscal Year 2007/2008 will be subject to the approval of next year's agency budget.

Reviewed By: This item is scheduled for review by the Administrative Committee on January 17, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Victoria Baker, Senior Transit Analyst

San Bernardino County Local Transportation Fund
Fiscal Year 2006-2007
Revised Apportionments

	ADOPTED APPORTIONMENT	REVISED APPORTIONMENT	DIFFERENCE
Prior Year Reserve/Estimated Unapportioned Carryover	\$ 5,000,000	\$ 9,859,000	\$ 4,859,000
Estimated Annual LTF Receipts	\$ 79,875,000	\$ 84,322,675	\$ 4,447,675
Fund Reservation	\$ (5,000,000)	\$ (5,000,000)	\$ -
Total Estimated Funds Available	\$ 79,875,000	\$ 89,181,675	\$ 9,306,675
Auditor's Administrative Cost	\$ 17,000	\$ 17,000	\$ -
SANBAG's Administrative Cost	\$ 300,000	\$ 300,000	\$ -
County Transportation Commission Planning	\$ 2,396,250	\$ 2,675,450	\$ 279,200
SCAG Planning	\$ 131,700	\$ 131,700	\$ -
Resulting Balance	\$ 77,030,050	\$ 86,057,525	\$ 9,027,475
Article 3 (SB821) Program	\$ 1,540,601	\$ 1,721,150	\$ 180,549
Balance Available for Apportionment	\$ 75,489,449	\$ 84,336,374	\$ 8,846,925
Apportionment Area	Population	Percentage	ADOPTED APPORTIONMENT
Valley	1,440,933	74.0382%	\$ 55,891,032
Adelanto	23,418	1.2033%	\$ 908,339
Apple Valley	63,853	3.2809%	\$ 2,476,736
Barstow	23,546	1.2098%	\$ 913,305
Big Bear Lake	6,148	0.3159%	\$ 238,469
Hesperia	76,114	3.9109%	\$ 2,952,316
Needles	5,553	0.2853%	\$ 215,390
Twentynine Palms	27,589	1.4176%	\$ 1,070,124
Victorville	86,473	4.4432%	\$ 3,354,122
Yucca Valley	19,726	1.0136%	\$ 765,134
County - Unincorporated	172,849	8.8813%	\$ 6,704,482
Total	1,946,202	100.0000%	\$ 75,489,449
			\$ 84,336,374
			\$ 8,846,925

Population Source: State Controller Motor Vehicle Fee 1/2006

SANBAG's Administrative Cost includes TDA Administration, Claimant Fiscal/Compliance Audits

SCAG Planning Cost apportioned to Commission counties based on originally adopted LTF Revenue Estimates

Estimated Annual LTF Receipts per SANBAG/County Auditor 12/2005

ADM0701a1-vlb.xls

Revised Apportionment

01/10/2007

SANBAG Acronym List

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AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996